

OVERALL STATUS OF THE BROAD STREET PARKWAY PROJECT

- Federal Highway Administration's (FHWA)'s review of the Environmental Re-Evaluation Study is complete and an updated Record of Decision has been issued. With the release of the Record of Decision, federal funding earmarked for the project is now available.

EARLY PRIORITIES FOR CONSTRUCTION

- Boiler House Demolition

Credere Associates has completed a final submission of the bid documents and plans. This submittal has been reviewed by the City and NHDOT and forwarded to FHWA. FHWA has completed their review. Credere Associates received final review comments on June 10, 2011 and is finalizing the bid documents. It is anticipated that final documents will be available within two weeks.

Pine Street and Palm Street Improvements

Following a public information meeting to discuss the Pine and Palm Street portion of the project, completed design and bid documents were submitted to NHDOT and FHWA for final review during early May 2011.

During an early May coordination meeting with NHDOT, we learned the programming of federal funds for this portion of the project had not been included from the periodic amendment to the State's Ten Year Transportation Plan.

While this does not change the commitment of these funds for the project, the result would have been an unacceptable delay of several months before this contract could be advertised for construction.

Alternatives were discussed at length and we recommended the non-federally funded work (replacement of sewer mains and water main replacement) be segregated into a contract proposal that can be processed through the bid stage without further external reviews.

Because the sewer main and water main replacement project will not use federal funds, the project is not subject to Davis-Bacon wage provisions. Overall, this is anticipated to yield savings as follows: cost savings due to Davis Bacon Wages not being required \$430,000 x 10% \$43,000.

Additional Costs:

<i>Create Separate Plans and Spec-</i>	<i>\$11, 500</i>
<i>Additional Patch for Trenches-</i>	<i>17, 500</i>
<i>Adjust Frames and Grates-</i>	<i>4, 500</i>
<i>Total</i>	<i><u>\$33, 500</u></i>

Net Savings \$9,500

A purchase order was processed with HSI and the modified plans and specs have been submitted to the City for review. Field work is expected to begin July and extend through the construction season.

A second proposal is being prepared to include the work supported by federal funds including, some drainage modifications, curbing adjustment, sidewalk reconstruction, traffic signal construction, rehab of existing signals and pavement reconstruction. Field work is expected to begin during late September, suspend during the winter season, resume next spring and finish next summer.

- *Millyard Chimney*

International Chimney has completed work on this initial stabilization effort.

After demolition of the Boiler House this fall, it is anticipated that a contract will be advertised for rehabilitation of the chimney. The work will include repointing joints, reconstruction of the top 15 feet, applying a compound on the four sides to produce a uniform appearance, repaint the "MILLYARD" letters and restoration of lightning protection.

STATUS OF THE PROJECT DESIGN

Following evaluation of NHDOT and FHWA's review comments, The Request for Qualifications for Final Design has been revised and resubmitted for final review and approval. We await FHWA's approval to advertise this Request for Qualifications.

STATUS OF THE RIGHT OF WAY ACQUISITION

There are several aspects of the project related to right-of-way acquisition for which the extent of unknown information leads to uncertainty with respect to the budget and schedule:

- Property needed for the project includes parcels that are needed in entirety, as well as parcels where only a portion of the property is needed.
- Most of the full parcel acquisition has been completed. Many partial acquisitions cannot commence until further design development occurs.
- NHDOT and their consulting appraisers are working on appraisals for high priority acquisitions.

OVERALL PROJECT BUDGET

Following completion of the 2007 Cost Reduction Study an analysis of projected costs led to the conclusion that the cost to complete the project could be \$68.1 million.

Following this analysis, the upper limit of potential City expenditures to complete this project (the difference between cost to complete and available federal funding) was estimated to be \$37.6 million dollars.

As various components of the project continue to be refined, opportunities to reduce overall expenditures continue to be evaluated. However, there are still areas where costs cannot be determined until further coordination and design development occur. These allowances include costs associated with mitigating subsurface contamination, relocating utilities, acquiring right-of-way and obtaining necessary permits.

Costs based on the methodology used previously to establish the budget in 2007 dollars are being used as a baseline of analysis.

Generally the budget is consistent with the baseline previously established in 2007 dollars using the same methodology. Current cost projections are anticipated to be \$46 million before adding allowances for contingencies. This compares with \$45.8million previously projected for Option 2.

With application of the previously described allowances to address costs that may be incurred due to presently unknown concerns, it appears reasonable to conclude that the maximum level projected for City funding will not be exceeded. With these allowances, the total in 2007 dollars rises to \$49.6 million.

Applying conservative inflationary projections to the 2007 estimated project budget results in a total estimated cost of \$67.3 million. This total is less than the previous projection of \$68.1 million.

ENVIRONMENTAL MITIGATION

There are several aspects of subsurface contamination for which there are uncertainties with respect to budget and schedule.

This includes subsurface contamination within the Millyard as well as buried asbestos material at several locations within the project area.

Efforts are underway to compile records from NHDOT files to document the extent of past investigation and define the scope of work remaining.

A meeting was held on March 17, 2011 with NHDES. The stormwater management design strategy for the Parkway was presented. Feedback from NHDES was positive.

UTILITY AND RAILROAD COORDINATION

This project includes significant impacts to utility and railroad facilities within the project area. Efforts to update previous coordination by NHDOT (performed in 1999 to 2002) have been initiated. All utility owners have been contracted and one-on-one meetings have commenced to discuss implication of the project to the existing utility infrastructure.

Meetings have been held with owners of water, gas, power and telephone utilities. Coordination necessary for the early Pine Street and Palm Street contract has been prioritized.

PUBLIC MEETINGS

Between June 2007 and August 2010, there were eight public meetings that focused on progress of the Parkway Supplementary Analysis; the Cost Reduction Study; and the ongoing Environmental Re-Evaluation.

These meetings are summarized in an August 12, 2010 memorandum prepared by Nashua Regional Planning Commission (NRPC).

In addition, Mayor Lozeau and Project Manager John Vancor attended the Aldermanic Infrastructure Committee meeting on March 10, 2010 to discuss the acquisition of 40 Pine Street for the project.

Leon Kenison, P.E., Director of Public Works and Stephen Dookran, P.E., City Engineer attended the Aldermanic Infrastructure meeting on May 12, 2010 and discussed several aspects of the project.

The Parkway project has also been discussed at several meetings of the Board of Public Works.

The Aldermanic Infrastructure Committee held a meeting which included a walk of the route of the portion of the project south of the Nashua River on September 25, 2010.

A joint meeting of the Planning and Economic Development Committee and the Business & Industrial Development Authority (BIDA) was held on December 7, 2010. The meeting focused on redevelopment of the former Mohawk Tannery site.

Project Manager John Vancor attended Aldermanic Infrastructure Committee meetings on October 13, 2010, December 8, 2010 and January 26, 2011 to provide updates on several aspects of the project.

Project Administrator Leon Kenison, P.E. attended the Aldermanic Infrastructure Committee Meeting on April 13, 2011 to provide an update on several aspects of the project.

Meetings of City Staff and consultants continue with numerous stakeholders to discuss plans and progress of the Project. There are monthly progress briefings of the Board of Public Works Commissioners and members of the Aldermanic Infrastructure Committee.

During June, property owners abutting Pine, Palm, Central, West Hollis, and Kinsely Streets will be receiving a letter from the City advising of the reconstruction plans and timetable of activities to occur along their streets. Other media will also be used to share this information with the community.